

Childs, John

PORSF  
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From: Childs, John  
Sent: Friday, September 08, 2000 11:03 AM  
To: Moulton, Robert  
Subject: FW: Regional Dredge Team:

-----Original Message-----

From: Childs, John  
Sent: Friday, September 08, 2000 10:34 AM  
To: Quinn, Padraic (Pad); Harbert, Trey  
Subject: FW: Regional Dredge Team:

FYI

-----Original Message-----

From: Childs, John  
Sent: Friday, September 08, 2000 10:31 AM  
To: 'Mark.D.Siipola@usace.army.mil'; 'Malek.John@epamail.epa.gov'; 'Tom Melville'  
Cc: Degens, Sebastian; 'Todd Thornburg'  
Subject: Regional Dredge Team:

Regional Dredge Team Member:

I wanted to give you a heads up regarding the Port of Portland dredging plans coming up this winter. The Port is planning to dredge at Marine Terminal 5 (Berth 503) and Marine Terminal 6 (Berths 603, 604, and 605). We are scheduled to send you a draft Sampling and Analysis Plan (draft SAP) the week of September 18.

As you may remember Berth 503 was sampled in 1996 and again in 1999; and Berths 603, 604, and 605 were sampled in 1997 and 1998. A summary of the results will be contained in the draft SAP, however, in short; the conclusions from the sampling events indicated that Berth 503 was suitable for open-water disposal, while Berths 603, 604, and 605 required additional testing because of slight exceedances of TBT and DDT above the LCRMA-SL. Additional sampling and analysis is being proposed in the draft SAP.

Because of a lack of options for dredge material disposal, including the recent closure of the local open-water flow-lane disposal site, the Port is in the process of designing a Pilot Project to dewater the dredge material at an upland facility. This Dredge Rehandle Facility Pilot Project is being proposed for the material from the T-5 and T-6 dredging projects. Following dewatering, we will work with the appropriate agencies to determine reuse options for the material.

As you well know, dredge projects are time critical due to the limited dredging window and sampling will likely be underway before your review of the SAP is completed. Unfortunately, the need to dredge T-6 was not identified until early August and this project requires an extended analytical testing period due to the proposed elutriate and leachate testing of the sediments to assess potential impacts to groundwater and surface water from the rehandling facility. We are presently scheduled to sample the dredge prism sediments during the week of September 11, and to begin testing of the dredge material the following week. This expedited sampling and testing schedule is necessary to ensure that the Regional Dredge Team has the final characterization report in hand with sufficient time to review the results prior to the proposed dredging activities. Because this is a pilot project, we are planning to test the dredge material, its elutriate and leachate for a comprehensive suite of analytes. Additional sediment will be archived should further analysis be required.

We would appreciate your careful review of the "decision tree" in the SAP (Figure 5) which identifies the process for the management of the dredge material to ensure protection of groundwater and surface water. We are proposing to use this decision process to manage the dredge material from the T-5 and T-6 dredge projects. If the decision process proves to be a reliable management tool, based on the comprehensive testing that will be conducted during this Pilot Project, we would propose to use such a process in future dredging events to streamline the characterization requirements for discharge to the upland rehandling facility.

Thank you in advance for your review. I will be following up with a phone call to each of you to make sure you get the draft workplan.

Sincerely,

John Childs/Port of Portland--Marine Environmental Department

USEPA SF



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